

Talgo 350



Talgo 350

Talgo

TRACTION UNIT

Talgo 350



TECHNICAL SPECIFICATIONS

● Power supply	25 kV, 50 Hz
● Power installed	4000 kW
● Power equipments	Two identical and independent
● Bogies	Bo - Bo
● Wheelbase	2.65 m (8.7 feet)
● Front design	Aerodynamic. Optimized for pressure waves and lateral winds
● Pneumatic brake equipment	Three disc brakes per axle (two of them on the wheels)
● Electric brake equipment	Regenerative (4200 kW) and rheostatic (3200 kW)
● Length	20 m (65.6 feet)
● Maximum width	2.96 m (9.7 feet)
● Height	4 m (13.1 feet)

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● Maximum commercial speed	330 km/h
● Maximum lateral acceleration in curve	1.2 m/s ²
● Maximum cant deficiency	7,2 inches
● Track gauge	1435 mm
● Traction	Electric
● Traction units	2
● Maximum passenger cars	12
● Tractive axles	8
● Maximum number of axles per train	21
● Maximum axle weight	17 tons
● Maximum train length	200 m (656.2 feet)
● Type of operation	Single trainset or multiple mode
● Sense of travel	Bidirectional ("push - pull")

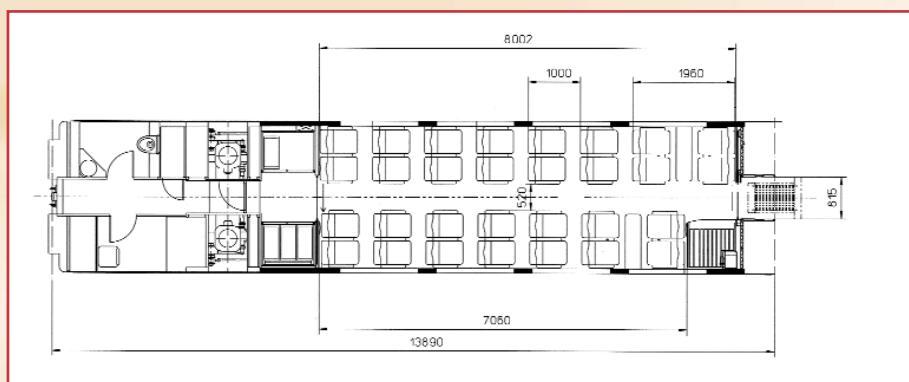
COACHES



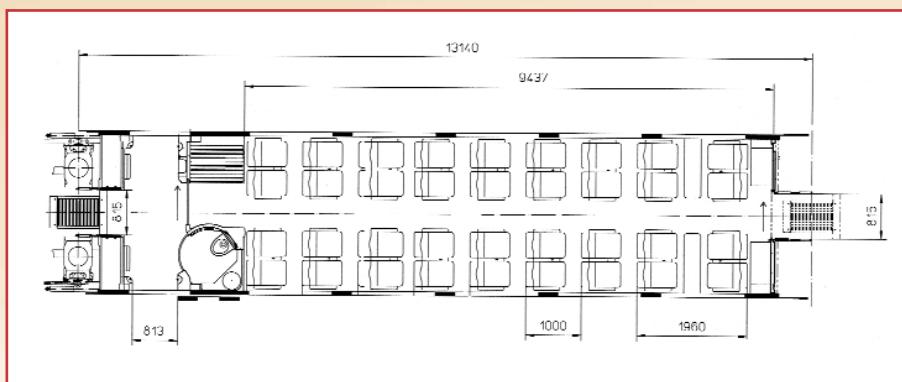
- **CARBODIES** Lightweight, airtight, pressurized for tunnels and crossings. Very low weight per seat.
- **COUPLING BETWEEN CARS** Articulated with anti-overturning and anti-vertical hunting mechanisms.
- **CENTER OF GRAVITY** Very low, improving stability on travel.
- **ROLLING ASSEMBLIES** Single axles, with independent wheels and primary suspension, located between cars.
- **ROLLING ASSEMBLY AXLES** Permanently steered that keep the wheels parallel to the track on both straight and curved stretches.
- **MAIN SUSPENSION** Talgo Pendular type, pneumatic, with natural carbody tilting.
- **BRAKING** Pneumatic over four discs per shaft. Anti-lock brake system.
- **AIR-CONDITIONING UNITS** Located underframe. In Club Class, a personal controlled nozzle per seat.
- **SAFETY AND CONTROL** Intelligent computerized system for continuous control of on-board systems.
- **ACCESSIBILITY** Platform height close to the level of the floor of the car. 815 mm passageway between cars.
- **SEATS** Reclining and rotating. Equipped with footrests.
- **PASSENGER COMMODITIES** Video and individual audio with channel selector (4 music channels and 2 video channels) and sound volume control. In Club Class, individual video screens with three channel selections. Interior and exterior electronic information panels. GPS-based passenger information system. Automatic audio and video information notices.
- **SEAT PRIVACY** Individual reading lights and tables. Power outlets for laptop computers or mobile telephones.
- **CAR TYPES** Club class (14/26 seats), First Class (26 seats), Bistro cars, and Coach Class (36 seats). Coach Class cars with special facilities for wheelchair-bound passengers.



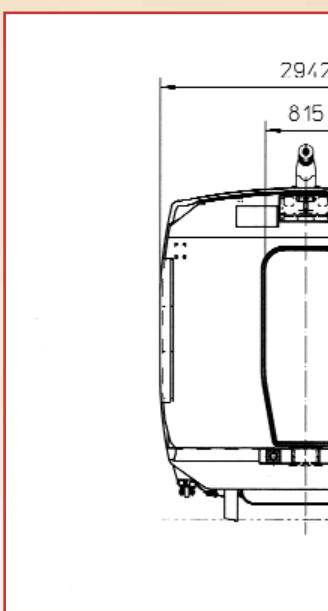
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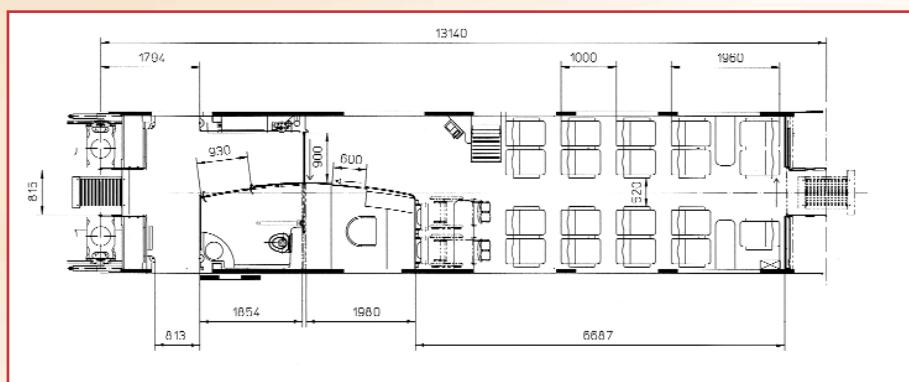
COACH CLASS END CAR



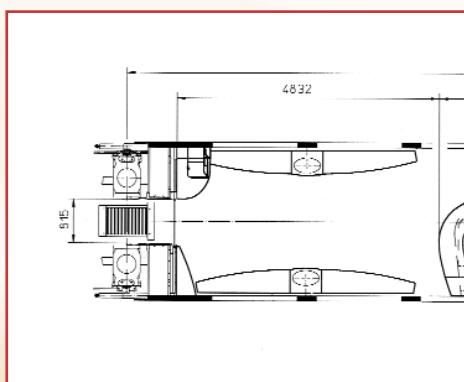
COACH CLASS



TRANSVERSAL SE



COACH CLASS (HANDICAPPED)

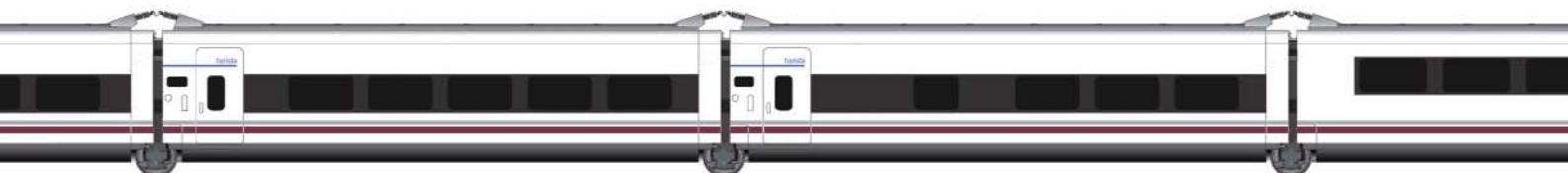


BISTRO CARS

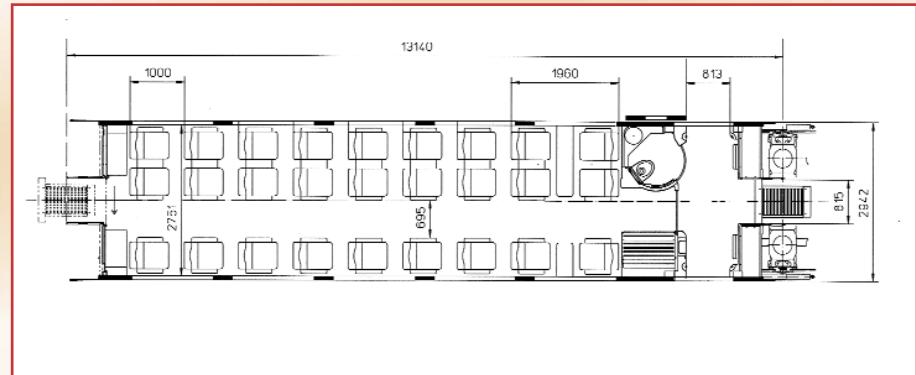
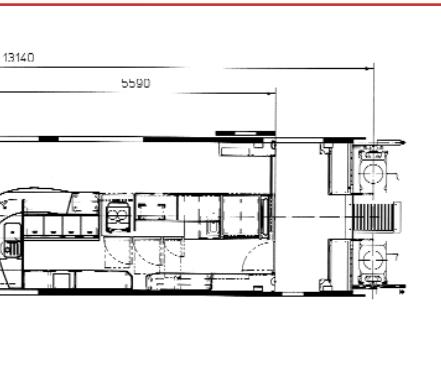
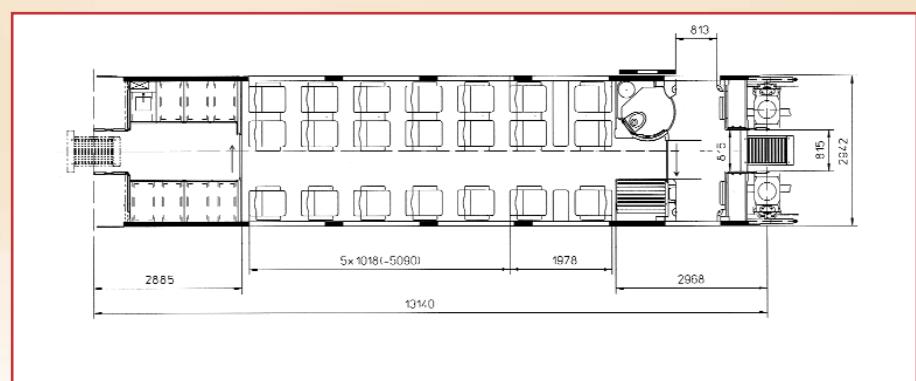
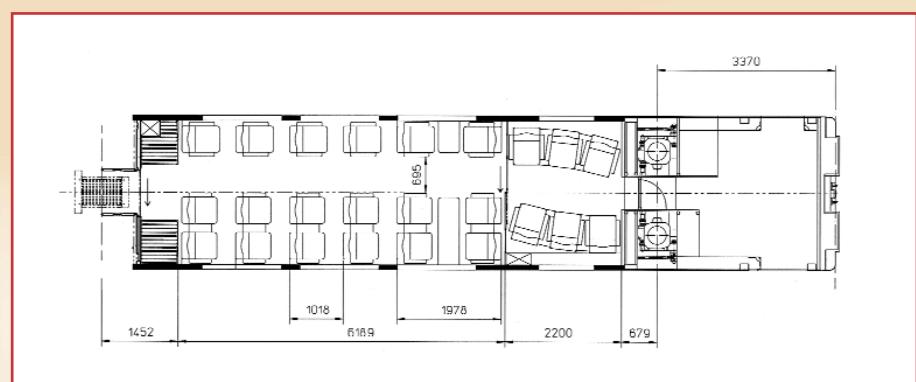
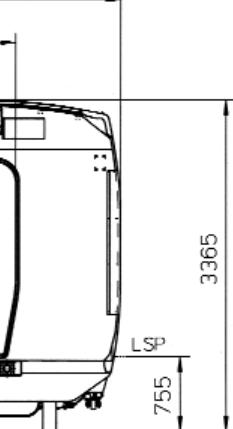
COACH CLASS

COACH CLASS (HANDICAPPED)

BISTRO CAR



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350





MAIN IMPROVEMENTS

Optimised aerodynamic design

High degree of redundancy in traction and auxiliary systems

Single-axle wheelsets between coaches

Permanently guided wheelsets with independent wheels

Articulated union between coaches

Light weight construction

Natural tilting system

Rotating seats



This Talgo 350 model is a laboratory train for international standard gauge tracks. Its main functions are dynamic and geometric examination of the track and catenary; checks and monitoring tools for ASFA and ERTMS signalling systems and GSM-R ground-train communication systems, real-time checks of aerodynamic phenomena occurring in tunnels, simulations to measure journey times for commercial use and infrastructure equipment validation.

LUB CLASS END CAR

TRACTION UNIT

